Exhibit B: SEPA Checklist.

ENVIRONMENTAL CHECKLIST
(WAC 197-11-960)

A. BACKGROUND

1. Name of proposed project, if applicable:

   Bellingham Bay Harbor Line Adjustment (HLA) and Anticipated Platting of First-Class Tidelands

2. Name of applicant:

   Port of Bellingham

3. Address and phone number of applicant and contact person:

   1801 Roeder Avenue, Bellingham, WA 98225, (360) 676-2500

   Contact Person:
   Mike Stoner

4. Date checklist prepared:

   June 26, 2006

5. Agency requesting checklist:

   Washington State Department of Natural Resources (DNR)

6. Proposed timing or schedule (including phasing, if applicable):

   The HLA is anticipated to be processed by DNR during summer of 2006, with a decision by the DNR Board of Natural Resources, acting as the Harbor Line Commission, in September or October of 2006. Platting of first-class tidelands is anticipated to follow the HLA and to be completed during October or November of 2006 by DNR.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

   This proposal addresses the HLA and anticipated platting of first-class tidelands pursuant to RCW 79.120. Such updates are required from time to time to ensure consistency of harbor areas with local conditions and land use planning.

   The proposed action complements local community land use planning efforts related to sustainable waterfront uses, including the work of the Waterfront Futures Group and the coordinated Port-City Master Planning effort. Environmental impacts associated with the Master Planning effort are being addressed under a separate SEPA review including development of an Environmental Impact Statement. Potential future projects to be conducted in the relocated harbor areas or the platted tidelands will be subject to environmental review and permitting reviews, as they would have been in the absence of the proposed HLA and platting activities.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

   It is not anticipated that the HLA and simultaneous re-platting will result in any direct or indirect adverse environmental impacts. Any future projects to be conducted in the relocated harbor areas or the platted tidelands will be subject to environmental review and permitting reviews, as

they would have been in the absence of the proposed HLA and replatting activities. Therefore, no new environmental information is required specifically for the HLA proposal.

However, the proposal builds on over a decade of environmental and land use planning activities conducted under the Bellingham Bay Demonstration Pilot. That Pilot brought together a cooperative partnership of agencies, tribes, local government and businesses known collectively as the Pilot Work Group, to develop and approach for source control, sediment cleanup and associated habitat restoration in Bellingham Bay. Updating of Bellingham Bay Harbor Lines was called for as one recommended action in the Bellingham Bay Pilot Final Environmental Impact Statement dated October 2000.

Updating of the Harbor Lines in Bellingham Bay, and updating of the status of the Whatcom Waterway were both elements of the Port-DNR Memorandum of Understanding dated November 2005. Additional environmental information regarding updates to the Whatcom Waterway channel was compiled by the Port in development of Port Resolution 1230. This information discusses the positive environmental benefits associated with proposed changes in how the Whatcom Waterway is managed, with benefits accruing to navigation, land use, nearshore habitat protection, salmon recovery and shoreline public access.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

The Port (Port) and City (City) of Bellingham, along with other cooperating agencies and stakeholders, are cooperatively developing a Master Plan for the redevelopment of the New Whatcom portion of the Bellingham Bay waterfront, including development of an EIS for that Master Plan. The Master Plan and associated EIS are expected to be complete during late 2006 or early 2007. The proposed HLA and anticipated platting of first-class tidelands will not interfere with or dictate the outcome of this ongoing process.

The Port is working with the City, DNR, the Department of Ecology and other parties in the cleanup of multiple environmental cleanup sites, in compliance with requirements of the Model Toxics Control Act. Environmental reviews for these cleanup projects are being conducted in conjunction with the Bellingham Bay Demonstration Pilot Comprehensive Strategy EIS. The cleanup of the Whatcom Waterway includes a Supplemental EIS addressing project-specific alternatives and impacts/benefits. The proposed HLA and anticipated platting of first-class tidelands will not interfere with or dictate the outcomes of these cleanup processes.

Future project within the project area will be subject to project-specific environmental reviews and approvals.

10. List any government approvals or permits that will be needed for your proposal, if known.

Approval by the DNR for the HLA and subsequent re-platting of first-class tidelands. Potential future project activities within the project area will be subject to project-specific environmental reviews and approvals.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Port is applying to DNR to adjust the location of portions of the existing inner and outer harbor lines currently located between the I&J Waterway to the north, and Post Point to the south. The proposed harbor line adjustments are summarized in the map attached to the Port's HLA application. The current Bellingham Bay harbor lines were established in the 1800s, as updated in the 1970s.

The proposed relocation of Bellingham Bay Harbor Lines and anticipated replatting of first-class tidelands is being requested as a follow-up to work conducted in conjunction with the Department of Natural Resources (DNR) under the Bellingham Bay Demonstration Pilot. Specific objectives of the proposed action include the following:

- Align Bellingham Bay harbor areas with current shorelines and navigable water depths.
- Support the preservation of nearshore, shallow-water habitat areas, while preserving deepwater areas for navigation and commerce activities.
- Facilitate the development of transient moorage, public shoreline access features and salmon recovery improvements in the inner portion of the Whatcom Waterway, as outlined in the Waterfront Futures Group Framework and Vision Plan and in Port Resolution 1230 regarding updates to the dimensions of the federal navigation channel in the Whatcom Waterway.
- Support Port efforts to maintain economically viable deep draft maritime operations at the Bellingham Shipping Terminal and at the Fairhaven Terminal, while ensuring the protection and enhancement of Bellingham Bay ecosystems.
- Support Port, City and DNR efforts to implement sediment cleanup actions at multiple sites consistent with the objectives of the Bellingham Bay Demonstration Pilot.
- Coordinate land use planning activities with DNR consistent with the November 2005 Port-DNR Memorandum of Understanding.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The existing Bellingham Bay harbor area is located within Bellingham Bay, roughly paralleling the adjacent Bellingham City shoreline. The width of the harbor area currently ranges from several hundred to nearly 2,000 feet, measured perpendicular from the existing shoreline. A plan that shows the existing harbor area and proposed Harbor Line Adjustment is included within the Port's Harbor Line Adjustment application materials.

The existing Bellingham Bay harbor area and proposed HLA locations are located within portions of the following Townships, Ranges and Sections:

- Township 38 North, Range 02 East, Sections 23, 24, 25 and 36, W.M.
- Township 37 North, Range 02 East, Sections 1,2,11,13,14 and 24, W.M.

B. ENVIRONMENTAL ELEMENTS

1. **Earth**

a. General description of the site (underlined): Flat, rolling, hilly, steep slopes, mountainous, (other:) . . . . .

The topography of the project area consists of relatively flat offshore aquatic bedlands and tidelands. The topography/bathymetry of the shoreline areas varies and includes a range of steep and gentle slopes, relatively flat gravel beaches and man-made shoreline features including rip-rap, piers/wharves, concrete/wooden bulkheads, marine railways and a mix of industrial, commercial and residential development.

b. What is the steepest slope on the site (approximate percent slope)?

The project area is relatively flat. The steepest slope on upland portions of the adjacent shoreline is approximately 60% located to south of Edgemoor and along Chuckanut Bay. The HLA and replatting will not affect existing slopes, topography or bathymetry.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Offshore sediments in most of the harbor areas consist of fine-grained Bellingham Bay sediments (fine silt). Nearshore sediments range from silt to sand and gravel.

The soils along the adjacent shoreline in most areas consist of fill material placed during early development of the area. Fill type and thickness varies with location. Refuse materials are located in filled portions of the Cornwall Avenue and Roeder Avenue Landfills. Native soils and sandstone outcroppings exist in selected areas between Boulevard Park and Fairhaven Marine Industrial Park.

Prime agricultural farmland is not associated with the shoreline use in the vicinity of the proposed action.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Sediment deposition occurs as a result of freshwater creeks and streams discharging to Bellingham and Chuckanut Bays including (from north to south) Little Squalicum Creek, Squalicum Creek, Whatcom Creek, Padden Creek and Chuckanut Creek, and bay-wide through sediment deposition from the Nooksack River.

Portions of the shoreline have been filled and portions of the fill and some underlying native sandy soils/sediments are subject to seismic considerations including liquefaction during seismic events.

Sanitary landfills are located at the Cornwall Avenue Landfill and at the Roeder Avenue Landfill located in/near the project area.

Shoreline protection structures vary throughout the project area including a variety of natural and armored slopes. Some historic shore protection features in portions of the Whatcom Waterway will require replacement or modifications as part of future cleanup and redevelopment activities. A shoreline stabilization project was recently completed at the Marine Park at Post Point, incorporating soft bank stabilization techniques into the project design. The proposed HLA does not directly affect project shorelines or soils conditions.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

No fill or grading is associated with the proposal.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

None. The HLA and re-platting do not involve any construction activities.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Not applicable

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

No change in air emissions will result form the proposal. No construction is associated with the harbor line adjustment or anticipated tideland platting.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Not applicable.

3. **Water**

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The area of proposed Harbor Line adjustment is located within Bellingham Bay. The existing harbor lines are shown on the map attached to the Port's HLA application. The existing harbor lines in the area to be modified cross the Whatcom Creek Waterway and Padden Creek. The area of anticipated platting of first-class tidelands includes the inner portion of the Whatcom Waterway, inshore of the Bellingham Shipping Terminal.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The HLA will occur on aquatic bedlands and tidelands. However, the project does not include any construction activities in these areas. Any future construction activities will be subject to additional environmental review and permitting.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Not applicable.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

Not applicable.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Many shoreline areas within Bellingham Bay are located within a flood plain. FEMA flood insurance rate maps for Bellingham indicate a 100-year flood elevation of between 12 and 13 feet above mean lower low water. Additional flooding can occur due to storm surge (0.8 feet historical observed) and tsunami inundation (modeled as 0-1.6 feet).

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Not applicable.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Not applicable.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

Not applicable

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The HLA adjustment and the anticipated platting of tidelands will not impact existing surface water sources, collection and disposal methods or discharge locations.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Not applicable.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Not applicable.

4. **Plants**

a. Underline the types of vegetation found on the site:

———— deciduous tree:

———— evergreen tree:

———— Shrubs

———— grass

———— pasture

———— crop or grain

———— wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

———— water plants: water lily, eelgrass, milfoil, other

———— other types of vegetation Algae, seaweed

b. What kind and amount of vegetation will be removed or altered?

No vegetation will be removed or altered as part of the HLA and anticipated tideland platting.

c. List threatened or endangered plant species known to be on or near the site.

None.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Not applicable. HLA action does not affect existing vegetation.

5. **Animals**

a. Birds and animals which have been observed on or near the site or are known to be on or near the site **include:**

birds: **waterfowl (loons, ducks, grebes, etc.)**
osprey, great blue heron, bald eagle, seabirds (gulls, terns, etc.)
sea mammals: **seals, sea lions, river otter, whales, porpoises**

fish: **bass, salmon, trout, herring**
other: **shellfish**

b. List any threatened or endangered species known to be on or near the site.

Puget Sound Chinook Salmon, Bull Trout, Marbled Murrelet, Bald Eagle

c. Is the site part of a migration route? If so, explain.

Yes, Bellingham Bay is located along the Pacific flyway for migrating bird species. The Bellingham Bay shorelines are located along migration corridors for juvenile salmonid species.

d. Proposed measures to preserve or enhance wildlife, if any:

None proposed. The HLA does not directly impact or enhance wildlife. However, the HLA will facilitate future protection and enhancement of nearshore aquatic habitat important for salmon recovery efforts and for the benefit of Orca whales.

6. **Energy and natural resources**

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not applicable.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Not applicable.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Not applicable.

7. **Environmental health**

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

No. The HLA action and anticipated platting of first-class tidelands do not affect activities occurring at cleanup sites within Bellingham Bay. Cleanup activities at Bellingham Bay cleanup sites are being addressed under separate environmental reviews.

1) Describe special emergency services that might be required.

None required

2) Proposed measures to reduce or control environmental health hazards, if any:

Not applicable

b. **Noise**

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Not applicable

a. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)?

2) Indicate what hours noise would come from the site.

Not applicable

3) Proposed measures to reduce or control noise impacts, if any:

Not applicable

8. **Land and shoreline use**

a. What is the current use of the site and adjacent properties?

New Whatcom Area: The land uses on both sides of the inner Whatcom Waterway and between the Whatcom and I&J Waterways are undergoing redevelopment as part of the New Whatcom special planning area. This area has been rezoned for mixed uses contingent on

finalization of the New Whatcom area Master Plan to be finalized in late 2006 or early 2007. The Bellingham Shipping Terminal is operated as a cargo terminal by the Port of Bellingham.

Taylor Ave to Boulevard Park: Shoreline land use between Taylor Avenue and Boulevard Park is dominated by City park facilities at Taylor Avenue Docks and Boulevard Park. Adjacent upland properties are used for single-family and multi-family residential uses, commercial (hotel) uses, and other uses. The Burlington Northern Santa Fe railroad parallels the shoreline throughout most of the project area.

Fairhaven Area: Existing adjacent shoreline uses in the Fairhaven portion of the project area include the municipal Post-Point sewage plant and treatment facilities, Fairhaven shipyard facilities, seafood processing facilities, the Alaska ferry terminal, boat launch facilities, and marine industrial activities at the Fairhaven Marine industrial park.

b. Has the site been used for agriculture? If so, describe.

No

c. Describe any structures on the site.

New Whatcom Area: Structures located along the I&J Waterway include bulkheads and over-water wharves associated with existing Coast Guard and seafood processing operations. The HLA relocation does not affect the I&J Waterway area. The Georgia Pacific Aerated Stabilization Basin is located in between the I&J Waterway and the Whatcom Waterway. The shoreline of the Whatcom Waterway includes a variety of historical bulkheads and dock/wharf structures that are likely to be removed/replaced/upgraded as part of future area revitalization efforts. The Bellingham Shipping Terminal includes existing deepwater navigation facilities, including wharves, barge loading facilities, docks, warehouses and terminal-associated buildings. The harbor area at the foot of Cornwall is generally free of structures other than a floating log boom and remediation-associated structures at the RG Haley cleanup site.

Taylor Ave to Boulevard Park: Public access docks and walkways are located at the Boulevard Park and Taylor Avenue dock areas. The BNSF railway parallels the shoreline throughout most of the project area.

Fairhaven Area: Existing docks, floats and wharves are located at the Fairhaven Marine Industrial Park, at the Padden Creek boat launch, at the Alaska Ferry Terminal, the Arrowac seafood processing plant and at Fairhaven Shipyard. A floating drydock structure is also located at the Fairhaven Shipyard. Upland buildings associated with these uses are also located in historically filled portions of the Fairhaven harbor areas.

d. Will any structures be demolished? If so, what?

No. The HLA action and anticipated replatting of first-class tidelands does not result in demolition of structures.

e. What is the current zoning classification of the site?

Whatcom County's Title 20 zoning designations for that portion of the adjacent shoreline located to the north of the City of Bellingham's boundary include High Impact Industrial (HII) and Light Impact Industrial (LII), Recreation Open Space (ROS), Neighborhood Commercial (NC) and Urban Residential 3 Units/Acre (UR3). Whatcom County's zoning designations for that portion of the adjacent shoreline to the south of the Bellingham city limits is Rural Residential (RR).

f. What is the current comprehensive plan designation of the site?

The City of Bellingham's current general use designations for its shoreline include: industrial, commercial, industrial/mixed waterfront use and single family residential.

g. If applicable, what is the current shoreline master program designation of the site?

The City's current Shoreline Master Program (SMP) designations for adjacent shorelines include Urban Maritime, Conservancy I, II and III, Urban Multi-Use, Urban and Natural. The SMP is being updated as part of current land use planning efforts, with completion expected during late 2006 or early 2007.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Yes, both the upland and aquatic environments and associated habitat of the shoreline areas of Bellingham Bay are regulated under the City's and County's Critical Areas Ordinances and Shoreline Master Programs.

i. Approximately how many people would reside or work in the completed project?

Not applicable

j. Approximately how many people would the completed project displace?

None

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Not applicable

9. **Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Not applicable

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Not applicable

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable

10. **Aesthetics**

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Not applicable

b. What views in the immediate vicinity would be altered or obstructed?

Not applicable

c. Proposed measures to reduce or control aesthetic impacts, if any:

Not applicable

11. **Light and glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

None

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No

c. What existing off-site sources of light or glare may affect your proposal?

None

d. Proposed measures to reduce or control light and glare impacts, if any:

Not applicable

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity?

Bellingham Bay is used for recreational boating and fishing. Existing public shoreline access areas are located at Boulevard Park, at Taylor Avenue, along the shoreline of Padden Creek, and at Fairhaven Marine Park.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No. The HLA and anticipated platting of first-class tidelands will facilitate implementation of future public shoreline access enhancements while preserving viable harbor areas for navigation and commerce. Shoreline public access enhancements have been a key feature of both the Waterfront Futures Group Vision and Framework Plan, as well as the ongoing New Whatcom Master Planning process.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The HLA and anticipated platting of first-class tidelands will facilitate implementation of future public shoreline access enhancements while preserving viable harbor areas for navigation and commerce.

13. **Historic and cultural preservation**

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

A former structure known as "Citizen's Dock" was located at the head of the Whatcom Waterway. The dock was inventoried and nominated to the National Register of Historic Places. However, the dock was in poor condition and due to its unsafe condition, the City of Bellingham removed the dock in 2000, cutting the pilings just above the existing mud-line.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

Cultural and archaeological resource issues were described in the 2000 Bellingham Bay Pilot Final EIS issued by the Department of Ecology. Additional reviews of cultural and archaeological issues are being conducted as part of the New Whatcom Master Planning effort being conducted by the Port and City.

Historic archaeological resources may be present in the project area primarily within the area surrounding former Citizen's Dock. Archaeological deposits associated with early industry in the Bellingham area such as the Roeder-Peabody Mill site, located at the mouth of Whatcom Creek may be present under fill deposits. Other mid-19th century and later structures of interest within the project area include the Sehome Dock (the Bellingham Bay Coal Company's Wharf), Colony Wharf (Farihaven Land Company's Wharf), Geltrec Improvement Company's Wharf and Saw Mill. A low probability for significant historic archaeological resources exists within the project area since much of the project area uplands consists of fill deposits from the 1900s. These fill deposits were placed over tidal flats that did not contain structures during historic times. Isolated artifacts would probably not retain integrity of location and cannot answer research questions pertaining to the history of the area. Most portions of Whatcom Waterway have been subject to historic navigation dredging which reduces the potential for identifying intact historical or archaeological resources.

Tribal consultations were conducted under the Bellingham Bay Demonstration Pilot relating to cultural and archaeological resources. Representatives of the Lummi nation indicated that Bellingham Bay is generally considered culturally significant to the Lummi people, and multiple hunter-fisher-gatherer archaeological sites have been identified along the shore of Bellingham Bay. Tribal consultations included discussion of a historic Lummi Canoe landing area in the Old Town district near the mouth of Whatcom creek. That area is filled but is considered culturally important to the Lummi people. Submerged sites or intact subsurface deposits could be present under fill deposits at the mouth of Whatcom Creek.

Additional information pertaining to the locations of recorded cultural and archaeological resources is confidential and on file with the Tribes and State of Washington Department of Archaeology and Historic Preservation.

c. Proposed measures to reduce or control impacts, if any:

No impacts to cultural or archaeological resources are anticipated as part of the HLA and the anticipated platting of first-class tidelands. Any future projects to be conducted in the project area would be subject to further environmental and/or permitting reviews.

14. **Transportation**

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

With the exception of the Bellingham Shipping Terminal and foot-of-Cornwall areas, the area of proposed Harbor Line Adjustments consists entirely of submerged aquatic lands. The HLA action will not affect street access to upland properties.

Navigation access to the harbor areas is provided generally from deepwater areas of Bellingham Bay. The I & J Waterway and the Whatcom Waterway cross through the area of Harbor Line Adjustment. No changes to the I&J Waterway are anticipated. For the Whatcom Waterway, it is anticipated that the Inner portion of the Whatcom Waterway will be platted as first-class tidelands after completion of the Harbor Line Adjustments. The HLA relocation and anticipated replatting of the first-class tidelands are consistent with existing and proposed navigation uses in the Whatcom Waterway. The status of the outer Whatcom Waterway, adjacent to the Bellingham Shipping Terminal, will be unchanged. The anticipated platting of the inner Whatcom Waterway as first-class tidelands is consistent with the management of this area as a locally-

managed, multi-purpose waterway, in support of the community land use vision. Platting would facilitate development of public access improvements, transient moorage facilities and salmon enhancement features in portions of the Inner Waterway, as discussed in the November 2005 Port-DNR Memorandum of Understanding, and in Port Resolution 1230 relating to adjustments of the Whatcom Waterway federal navigation channel.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Upland properties within and adjacent to the harbor areas are served by public transit. Public transit access would be unaffected by the HLA and platting proposal.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Not applicable

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Not applicable. The HLA and anticipated platting of first-class tidelands will not require new roads or streets, or require improvements to existing streets or roads.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No. The HLA and the platting activities do not directly use water, rail or air transportation.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Not applicable

g. Proposed measures to reduce or control transportation impacts, if any:

Not applicable

15. **Public services**

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No

b. Proposed measures to reduce or control direct impacts on public services, if any.

Not applicable

16. **Utilities**

a. Underline utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

Utility services are available to upland portions of the existing harbor areas at Fairhaven and at the Bellingham Shipping terminal, and in portions of the New Whatcom area adjacent to the Whatcom Waterway.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

None. The HLA and anticipated platting of first-class tidelands will not require or affect utilities construction.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: ..... Mike Storer, Environmental Director

Date Submitted: 6/26/06